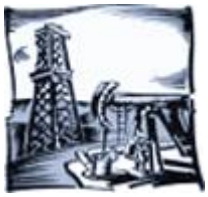
JP-8 Specifications & DOT Shipping Information



CHARACTERISTIC	TANKER/REFUELER
CCAFS Test Identification Procedure:	POL 5008
Color	Clear to yellow
Flash point	100 ^{o}F (38 ^{o}C) (min)
Density - Gravity ^{o}API	37 (min) to 51 (max) ^{o}API
Particulate	1.0 mg/liter (max)
FSII	0.10% to 0.15% by vol.

NOTE: Laboratory shall use Federal Test Method 5342 for analysis of the DIEGME icing inhibitor additive. JP-8 is procured to MIL-T-83133D. Periodic samples are forwarded to Wright-Paterson AFB for full analysis.

Filtration is provided by 1.0 micron absolute filter/water-separator whenever transferring JP-8 into or out of JBOSC fixed storage tanks. The refuelers at the Shuttle Landing Facility (SLF) flight line are equipped with 0.5 micron absolute filter/separators.

Usage and Other Data: JP-8 is an aviation turbine fuel used by NASA and other DOD aircraft. JP-8 is routinely available at the SLF in KSC refueler trucks and tankers.

Proper Shipping Name and Container Markings:

49 CFR 172.101 Hazardous Materials Table

Sym-bols	Hazardous material descriptions & proper shipping names	Hazard Class or Division	Identifi-cation numbers	PG	Label Codes	Special Provision	Packaging (173.***)			Quantity Limitations		Vessel Stowage	
							Excep-tions	Non Bulk	Bulk	Passenger aircraft/ rail	Cargo aircraft only	Loca-tion	Other

DOT Hazardous Material Codes and Regulations will explain the letters and numbers.

Sample Table

							Packaging (173.***)			Quantity Limitations		Vessel Stowage	
	Fuel, aviation, turbine engine	3	UN1863	III	3	B1, T1	150	203	242	60 L	220 L	A	

Markings for a "bulk container" (over 119 gallon capacity) with 12"-sided placards. An authorized variance would have the identification number replace the words on the primary hazard placard (with the number at the bottom corner). Non-bulk containers would use the similar 3"-sided labels and have "UN(ID#)" nearby. The proper shipping name would also appear near the labels or placards.

Updated: October 5, 2006